

## CIRCULAR INSTRUCTIONS TO COLLECTORS AND OTHER OFFICERS OF THE CUSTOMS.

TREASURY DEPARTMENT, MARCH 27, 1851.

The following instructions are issued for the strict observance and government of the respective Officers of the Customs in carrying into effect the provisions of the annexed act of Congress, approved 3d March, 1851, entitled "An act to amend the act regulating the appraisement of imported merchandise and for other purposes," which takes effect on and after the first day of April next.

It will be perceived, on examination of this act, that it fixes the period of exportation to the United States as the time when the actual market value or wholesale price of any goods, wares, or merchandise, in the principal markets of the country from which the same shall have been imported into the United States, is to be ascertained, estimated, and ascertained. This provision consequently supersedes and abrogates so much of the provisions of the sixteenth section of the tariff act of 30th August, 1842, as requires the market value or wholesale price to be ascertained, estimated, and ascertained at the time when the goods were purchased.

The exportation contemplated by the act is not deemed to apply exclusively to goods laden on board a vessel at a shipping port in the country of which the goods may be to the growth, production, or manufacture, but likewise applies to goods exported from an interior country remote from the seaboard having no shipping port, being *bona fide* destined in the regular course of trade for shipment to some owner, consignee, or agent residing in the United States, of which satisfactory proof must be produced at the time of entry. For example, goods thus exported from Switzerland, being of the origin of that country, which can only be, or most usually are, exported through the seaports of France; or goods from Saxony or other interior German possessions, which must be, or most usually are, conveyed to a seaport for exportation to the United States. In these and analogous cases the exportation to the United States may be deemed to commence at the period when the goods leave the country of production or origin, and the true market value in the principal markets of said country is to be ascertained and appraised, to which is to be added, as dutiable charges, the cost of transportation to the port of shipment, with the expenses thereof, until the goods are actually laden on board the vessel in which they may be shipped to the United States.

Where goods are shipped directly from the country of origin, the bill of lading will ordinarily establish the period of exportation, and in the other cases referred to, the date of the authentication of the invoice by consular certificate; but, in the absence of such proof, other evidence satisfactory to the United States appraisers may be taken to fix said period.

Where goods have not been actually purchased, the invoice must exhibit the actual market value or wholesale price at the period of exportation, with all charges included, in lieu of such value at the time and place of procurement or manufacture, as required by the 8th section of the act of March 1, 1851, and the oath required to be taken on entry may be so modified as to meet the case. When goods have been actually purchased, the invoice must, as heretofore, exhibit the true cost of the goods, and the owner, consignee, or agent will retain the privilege allowed by the 8th section of the tariff act of the 30th July, 1846, of adding to the entry to raise the cost or value given in the invoice to the true market value or wholesale price of the goods at the period of exportation, and will, moreover, become subject to the other provisions of said section.

The actual market value or wholesale price at the period of exportation to the United States having been ascertained, estimated, and ascertained, upon the principles before stated, it becomes requisite to determine and fix the true dutiable value at the port where the goods may be entered, and upon which the duties are to be assessed. The law enjoin that there shall be added thereto "all costs and charges except insurance, and including, in every case, a charge for commissions at the usual rates." These charges are as follows, to wit:

First. They must include "purchasing, carting, bleaching, dyeing, dressing, finishing, putting up, and packing," together with the value of the sack, package, box, crate, hoghead, barrel, bale, cask, and covering of all kinds, bottles, jars, vessels, and demijohns.

Second. Commission at the usual rate, but in no case less than 2½ per cent.; and where there is a distinct brokerage, or where brokerage is a usual charge at the place of shipment or purchase, that to be added likewise.

Third. Export duties, cost of placing cargoes on board ship, including drayage, labor, bill of lading, lighterage, town dues, and shipping charges, dock or wharf dues, and all charges to place the article on shipboard, and fire insurance, if effected for a period prior to the shipment of the goods to the United States.

Discounts are never to be allowed in any case, except on articles where it has been the uniform and established usage heretofore, and never more than the actual discount positively known to the appraiser; but in no case to be allowed unless it is exhibited on the face of the invoice. Special attention is called to this item of discounts, as, from information received by the Department, it is believed that numerous frauds have been practiced on the revenue by excessive and unusual discounts being deducted on the invoices produced at the time of entry; and in no case are they to be allowed, except such per centage as may be ascertained to be customary on the different articles respectively at the places of purchase or shipment. Marine insurance is exempted by law.

Inquiry having been made whether freight from the country or place of exportation to the United States is to be embraced amongst the dutiable charges, it becomes proper to remark, that under no former revenue or tariff act has such freight ever been deemed a dutiable charge; but, on the contrary, it has uniformly been decided by the Department to be exempt therefrom.

If the Department were now called upon to give a construction to the phraseology of the present law, as regards this point, without reference to the wording of previous tariff acts, or to the uniform practice of the Department on the subject, it might come to a different conclusion; but the language of the act of 30th August, 1842, as regards the items of charges which are to form a portion of the dutiable value of goods, is precisely similar to that of the present law, and the construction put upon the former having been that freight from the port of shipment to the port of importation does not form a charge subject to duty, the Department, after very full and mature consideration, does not feel authorized now to change that construction, especially in the absence of any explicit legal designation of freight as a dutiable item, presuming that as Congress was of course aware of the long practice of the Department on the subject, its views would have been clearly expressed respecting it, had the Legislature intended that the charge should be introduced by including freight as one of the charges on which duty was to be levied.

In addition to the construction thus put upon the tariff act of 1842, and uniformly acted upon since that time, the records of the Department show that the question has been frequently brought to its attention as far back as 1799, under statutes of similar import to the present one, and extending through all the subsequent years down to the present time, and its invariable decision has been that freight to the port of importation was not an item subject to duty.

It will be seen that the second section of the act gives full force and validity to the certificate of any one of the United States appraisers to establish the appraisement of any goods, wares, and merchandise required by existing laws at ports where there are United States appraisers; and at ports where no such appraisers exist similar validity is given to the certificate of appraisement issued by the revenue officer to whom is committed the estimating and collection of duties, as enjoined by the twenty-second section of the tariff act of 30th August, 1842. The law is deemed to refer to the certificate of a principal appraiser, or of one of the appraisers at large, appointed under the third section of the act hereto annexed, and not of an assistant appraiser.

Although the certificate before referred to is made conclusive evidence of any appraisement, yet it is to be distinctly understood that the law does not contemplate any relaxation or change in respect to the due inspection, examination, and other necessary acts required of the appraisers in making appraisements in pursuance of existing laws and regulations.

The regulations respecting the duties of the appraisers at large, appointed under the third section of this act, will form the subject of separate circular instructions.

WM. L. HODGE,  
Acting Secretary of the Treasury.

## AN ACT to amend the act regulating the Appraisement of Imported Merchandise, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in all cases where there is or shall be imposed any ad valorem rate of duty on any goods, wares, or merchandise imported into the United States, it shall be the duty of the collector within whose district the same shall be imported or entered, to cause the actual market value or wholesale price thereof, at the period of the exportation to the United States, in the principal markets of the country from which the same shall have been imported into the United States, to be ascertained, estimated, and ascertained; and to such value or price shall be added all costs and charges, except insurance, and including in every case a charge for commissions at the usual rates, as the true value at the port where the same may be entered, upon which duties shall be assessed.

Sec. 2. And be it further enacted, That the certificate of any one of the appraisers of the United States of the dutiable value of any imported merchandise required to be appraised, shall be deemed and taken to be the actual market value or wholesale price of such merchandise, as required by existing laws at ports where there are no appraisers, the certificate of the revenue officer to whom is committed the estimating and collection of duties, of the dutiable value of any merchandise required to be appraised, shall be deemed and taken to be the appraisement of such merchandise, as required by existing laws to be made by such revenue officer.

Sec. 3. And be it further enacted, That there shall be appointed by the President of the United States, by and with the advice and consent of the Senate, four appraisers of merchandise, to be allowed an annual salary each of two thousand five hundred dollars, together with their actual travelling expenses, to be regulated by the Secretary of the Treasury, who shall be employed in visiting such ports of entry in the United States, under the direction of the said Secretary, as may be deemed useful for the security of the revenue, and shall at such ports afford such aid and assistance in the appraisement of merchandise thereat as may be deemed necessary by the Secretary of the Treasury, to protect and ensure uniformity in the collection of the duties from customs; and wherever practicable, in cases of appeal from the decision of United States appraisers, under the provisions of the seventh section of the tariff act of thirtieth August, eighteen hundred and forty-two, the collector shall select one discreet and experienced merchant to be associated with one of the appraisers appointed under the provisions of this act, who together shall appraise the goods in question; and if they shall disagree the collector shall decide between them; and the appraisement thus determined shall be final, and deemed and taken to be the true value of said goods, and the duties shall be levied thereon accordingly, any act of Congress to the contrary notwithstanding.

Sec. 4. And be it further enacted, That this act shall take effect on and after the first day of April next; and all acts and parts of acts inconsistent with the provisions of this act be, and the same are, hereby repealed.

Approved, March 3, 1851.

## BOOK NOTICES.

"THE OLD RED SANDSTONE, or New Walks in an Old Field," by HENRY MILLER, author of the "Footprints of the Creator." Illustrated by the author. New York, from the London edition, p. 253. Boston: published by Gould & Lincoln; Washington: sold by Taylor & Maury.

We last winter noticed "The Footprints of the Creator," and such of our readers as have read that work need no incentive to purchase this. "Geology, of all the sciences, most powerfully addresses itself to the imagination." This is shown by the skillful and graphic illustrations of the author of this work. There is a keen wit evinced in the review. In chapter iii, of the old theory of progression, so recently revamped, and put before us as good as new by Prof. Owen, and in "The Vestiges of Creation," the absurdity of the idea that the offspring of creatures low in the scale in the present time may hold a higher place in it, and belong to a different and nobler species a few thousand years hence, is thus illustrated by Mr. Miller: "The descendants of the *Orang Outang*, for instance, may be employed in some future age in writing treatises on Geology, in which they shall have to describe the remains of the *quadrumanus*, as belonging to an extinct order. Lemack himself, when bearing home in triumph the skeleton of some huge salamander, or crocodile of the *Lias*, might indulge, consistently with his theory, the pleasing belief that he had possessed himself of the bones of his grandfather—a grandfather removed, of course, by the intervention of a few hundred thousand great-greats." The fact that all animals as well as vegetable tribes have their connecting links, seems the base of this strange theory, in which gradation is confounded with progress; but gradation is not progress. Geoffrey Hudson was a very short man, and Goliath of Gath a very tall one, and the gradations of the human stature lie between; and though we find full-grown men of five feet, five feet six inches, six feet, and six feet and a half, the fact gives us no earnest whatever that the race is rising in stature, and that at some future period the average height of the human family will be ten or eleven feet. So far from this theory of progress being true, we are told by our author that "there is no geological link to show that the existences of one race derive their lineage from the existences of another." The scene shifts as we pass from formation to formation; we are introduced in case to a new *dramatis personæ*; and there exists no such proof of their being at once different and yet the same as produced in the *Winter's Tale*, to show that the grown shepherdess of the one scene is identical with the exposed infant of the scene that went before. Nay, the reverse is well as strikingly the case; as if the grown shepherdess had been introduced into the earlier scenes of the drama, and the child into its concluding scenes." The closing chapters contain the geological physiognomy of the various changes of the earth's crust, in the view of the author, which are exceedingly well written. The thought presented itself to CURTIS, "Has the last scene in the series arisen, or has Deity expended his infinitude of resource, and reached the ultimate stage of progression at which perfection can arrive?" The philosopher hesitated, and then decided in the negative, for he was too intimately acquainted with the works of the omnipotent Creator to think of limiting his power.

Mr. MILLER, in concluding this work, says: "How well it is to be permitted to indulge in the expansion of Cuvier's thought. . . . To be enabled to look forward to the coming of a new heaven and a new earth, not in terror, but in hope—to be encouraged to believe in the system of unending progression, and to entertain no fear of the degradation or deposition of man. The adorable Monarch of the future, with all its unsummed perfection, has already passed into the heavens—dethroned of our flesh, and bone of our bone; and Enoch and Elias are there with him—fit representatives of that dominant race which no other race shall ever supplant or succeed, and to whose onward and upward march the deep echoes of eternity shall never cease to respond."

TERRIBLE AND FATAL ACCIDENT.—A boy named Patrick Waters, employed in Scarlat, Dodd & Co.'s Suspenders Factory, at the Hedgesburg Works, Newark (N. J.) came to a shocking death about 9 o'clock Tuesday morning. He was caught by the arm in a belt attached to the machinery, and was revolved around the shaft for the space of nearly two minutes before he could be extricated—the shaft making about ninety revolutions a minute. He was taken up dead.

The Buffalo Commercial Advertiser states that there is every probability of a riot, on an extensive scale, on the lines of the Concho and Hornellville and Attica Railroads and Genesee (New York) Canal. Great numbers of Irish, some 5,000 or 6,000 in all, it is said, are concentrated in that town, armed with deadly weapons, and are ready and willing to use them against each other. The cause of the ill feeling among them is, not that some of them are Catholics, some of them Protestants, but that all of them were not born in the same township, and therefore they array in deadly hate province against province, county against county, and town against town, just as they sometimes do at home. It is affirmed by those well informed that there will be a collision between the "Corks" and "Connaughts" in a few days. We trust the authorities will be on the alert, and see to it that no such outrage be permitted to take place.

NEW YORK AGRICULTURAL WAREHOUSE AND SEED STORE.—A. B. ALLEN & CO., 189 and 191, Water street, New York, have constantly on hand the most extensive assortment of the best and latest improved Agricultural and Horticultural Implements and Field and Garden Seeds ever offered for sale in the United States, embracing every implement, machine, or seed desirable for the planter, farmer, or gardener. Also, Guano, Bone Dust, Poudrette, Plaster, &c.

We are in daily expectation of arrivals of Peruvian Guano. These wishing to order will do well to do so at the earliest moment. A. B. ALLEN & CO., New York Agricultural Warehouse and Seed Store, 189 and 191, Water st., New York.

## CENTRAL AMERICA.

## TO THE EDITORS.

GENTLEMEN: Having read in the New York Tribune of the 22d instant, under the head of "The Central American question," an article containing, to my knowledge, very erroneous notions, I beg that you will allow me to rectify them through the columns of your valuable paper. The paragraph I allude to is the following:

"Mr. MARCOLETA is now here to negotiate on behalf of Nicaragua, and we judge from his antecedents that the interests he represents are in good and safe hands. He is sent here by the Government of that country to try and clear up the whole complication, for it is naturally at Washington that the question must be settled. The matter has difficulties, and we presume that the representative of Costa Rica, now also at Washington, will do his utmost to prevent a settlement, which the dominant party in that State and the whole anti-Federal interest in Central America would regard as the defeat of their own schemes."

Now, Messrs. Editors, with the qualifications of Mr. MARCOLETA I have nothing to do—no doubt that he is of a high order. Let me only hope that he is provided with full and ample powers by his Government "to try and clear up the whole complication." But it is certainly not fair to assert, and especially without a particle of testimony to sustain it, "that the representative of Costa Rica, now also at Washington, will do his utmost to prevent a settlement." Precisely the contrary I know to be the case. The principal object of the mission of Mr. MOLINO is to promote such a "settlement," and to facilitate the ship canal enterprise. The Republic of Costa Rica long since accepted without reserve the arbitration offered by the United States and Great Britain for the "settlement" of difficulties existing between her and Nicaragua, in regard to the territory which the proposed canal will traverse. Let Nicaragua adopt the same course and the question is settled. All political difficulties will be removed. The "settlement" will be an affair of a few days. But Nicaragua has refused to submit to such arbitration.

Although Costa Rica maintains that she has an indisputable title to the territory lying on the south bank of the river San Juan, from the Atlantic to Lake Nicaragua, and over that portion of the lake comprised between San Carlos and La Flor, with a right to the joint navigation of said river and lake, and although she maintains that no contract for a ship canal, or any other inter-oceanic communication through the above-mentioned territory can be made without her participation, still she is willing to submit to the arbitration of disinterested parties, and to abide their decision, whatever it may be. Certainly Costa Rica can give no stronger evidence both of the justice of her cause and of her confidence in the integrity of the United States.

The Government, or the people of the United States, will certainly not refuse to any nation the benefit of a fair hearing and fair trial. To suppose so would be insulting to our national character. The United States would not be justified in espousing the cause of Nicaragua against Costa Rica, when the latter country appeals but to our sense of justice for a hearing, and is intent only upon the preservation of its rights.

In regard to the canal, it is evident that Costa Rica has as great an interest in it, and will be as much benefited by it, as Nicaragua.

As to the charge that Costa Rica is in the "anti-Federal interest in Central America," any one who has studied the chaos of politics of that portion of the continent, both past and present, will see its absurdity. Nicaragua is the party who always has been, and yet is, opposed to a solid union of the small States. Her ambition to control and dispose exclusively of the revenues of the Federal Government, and the hope of getting for herself the sole and exclusive benefit of the proposed canal, caused her to wage war against the old Union in 1838 and 1840, until it was totally annihilated. The same interests and causes still exist, and are still operating to prevent a union of the Central American States. It is all very well for Nicaragua to talk of her desire for a union, and to frame a nominal confederacy with Salvador and Honduras, as she has done, where the union feeling prevails to show sincerity, and to suit for the present her individual purposes. Nowhere, and never has she showed a desire for an effectual union. A union would have a tendency to check and curtail the absolute sovereignty which Nicaragua has now entirely assumed.

On the other hand, Costa Rica did all in her power to maintain the old Union. Her ambition was not that of grasping Nicaragua. Her people are peaceable, moderate, and competent to appreciate the value of an efficient union, and they will not be deluded by the insincere pretences of moonshine union-lovers, and prefer to remain isolated as they are to be deceived.

In fact, the charge against Costa Rica of being "Anti-Federal" shows utter ignorance of the affairs of Central America. It is to be regretted that the effort made to establish a general Diet in Chinandega, of the three middle States, will fail. Its beginning is marked with such a spirit of aggression, and such views of international policy, that it cannot succeed.

In fact, the only hope for Central America, is that the Governments of the United States and Great Britain, acting in concert, and believing that the independence and neutrality of that country are necessary to the peace of the world, will use their influence to bring together the now disinterested States into a lasting and solid union.

## NOTE BY THE EDITORS.

We cheerfully award a place in our columns to the preceding, from a known respectable source, on the ground of its being intended to correct an error into which a New York contemporary is said to have fallen. We, of course, have not the particular information as to the existing relations between those Governments which, with Costa Rica, formerly constituted a Confederation, but have now distinct Governments and interests. They all stand on the same footing in our columns; and we shall be as ready any time to do justice, or to allow justice to be done, to one of them as to the other.

ANOTHER CALLED-LAND SHIP BURNED.—The Swedish bark *Yenny Lind*, arrived at Baltimore on Saturday, having learned from a whale-ship that the ship *Walbran*, Captain Moore, of Baltimore, from Boston, laden with coal for San Francisco, having taken fire below, was abandoned off the Falkland Islands. The *Walbran* was cleared from Baltimore on the 6th of August last, by Messrs. Thomas R. Matthews & Co., with cargo composed of 940 tons of Cumberland coal and sundry articles of merchandise. She is the third ship from that port laden with coal for California that has been destroyed by fire.

THE WAREHOUSE BURNED CASE.—The Kentucky "Commonwealth," after publishing a synopsis of Chancellor Walworth's report on the above case, adds: "We suppose that the raising proposed was it necessary to permit steamboats to pass without taking down their chimneys; but to a plain man it would seem to be nothing more than reasonable that a few boats should be required to lower their chimneys, in times of high water, in order that the public at large might enjoy the great advantages of a bridge across the Ohio river."

LOSS OF THE LOWELL.—A gentleman who was present at the collision between the steamers *Lowell* and *Vinton* says that both boats were heavily laden, and that the accident took place near Captain Island, below Wheeling, at half-past 10 at night. It was very dark at the time, and the force of the collision was tremendous, the *Vinton* being a large boat of some 900 tons. The *Lowell* sunk in about thirty seconds after the accident, and many of the passengers and crew were forced to escape in their night clothes. The first engineer, two firemen, and twelve deck hands were drowned. A large family, consisting of a man, his wife, and a number of children, belonging to Bedford, (Pa.) were also among the victims.

SHADRACH, THE FUGITIVE, IN CANADA.—Shadrach, whose rescue and flight from the Boston court-house has given him a notoriety above all others of his time and race, is now in Montreal, and in a state of great destitution. The Boston Mail has seen a letter from him, addressed to a gentleman of that city, who is neither a freemason nor an abolitionist, begging a small sum of money to support life until he could get employment.

EWELLS' FASHIONS.—Velvet bracelets and necklaces are much in vogue. The shades preferred are coral red, garnet, China rose, and, above all, black velvet. They are clasped by diamonds or marbles.

## LINEN AS A SUBSTITUTE FOR COTTON.

## FROM THE MARYVILLE (KENTUCKY) POST BOX.

A great deal of interest is excited just now, both in Europe and America, by the experiments now making with the view of substituting Flax for Cotton. Some of the English writers seem to think that it will not be long before they will be able to do without American Cotton. Some of the American Press have already taken the alarm, and are endeavoring to solve the question, "What will become of the Cotton growing States?" in case Flax shall be found to answer as a substitute for Cotton. We are satisfied that the Flax will take precedence of Cotton, and displace it to a large extent, but we do not foresee, as some do, destruction to the Cotton States. The fact is, flax grows as well at the South as at the North, and, by introducing manufactures there, when they change from cotton to flax, general prosperity will prevail there, in place of that fluctuation and uncertainty they now have between those years of high prices, as the present, and those when they are compelled to sell their cotton for less than it really can be grown for, as a regular, permanent business. We do not see that the South can be lower by the change, but, on the contrary, will be greatly benefited. We reasonably suppose that the manufactured products of flax would bear as great an advance in price over the raw material as cotton fabrics usually do—from three to five times the price of the raw material; and if so, the sales of Southern products will be equal to what they now are, if only from one-fifth to one-third as much flax or hemp is grown there as is now grown of cotton. But linen at present bears an advance of from ten to twenty-five times the first cost of the raw unrotted flax, which is understood to be the new method; so that the chances are, for many years to come, the South will be able to double, or perhaps quadruple the amount of her exports, unless she neglects to embrace the golden opportunity of utilizing manufactures to her agriculture. The great error of the South has been her too exclusive reliance upon agriculture alone, which now she will be compelled to correct, should this expected revolution take place.

It is true the North and West will come in for a goodly share of this expected prosperity, and certainly these can be no objection to this. The advantages this country of cheap linen must have over all others in supplying the world with linen and cotton fabrics are so great that no one portion could possibly do the business. If it is true that flax from unrotted flax can be made cheaper than cotton goods of the same fineness, when cotton is at the lowest pricing, it follows, as an inevitable consequence, that this country, and the other new countries, with good governments and cheap lands, must furnish not only Europe, but the rest of mankind, with nearly all their fabrics of flax and cotton; that the British Islands cannot much longer produce linen nor cottons, except perhaps some of fancy fineness as luxuries for the rich.

The British press must soon cease boasting of their promised independence of American cotton growers. When we produce our own \$6,000,000 worth of linen, which we have been annually importing—very foolishly—from them; when we export to other countries the \$6,000,000 worth which she now exports to them, (besides the same amount to us,) and export full \$12,000,000 worth thicker for English consumption, to say nothing of the untold quantities which will take the place of cotton, both to England and to other countries, which England can no longer supply, why the English song will be changed to something in the nature of "Hark, from the toms."

We have a sample before us of "flax cotton," which is as white, and soft, and fine as any cotton, but of a richer and more glossy silk-like appearance, and which evidently can be spun into very fine yarns as cheaply as cotton. Now this material can be produced from unrotted flax for seven cents per pound! And we know that unrotted flax can be produced so that the list shall stand at one and a half cents a pound, leaving a pretty wide margin for the preparation to bring the material to seven cents. It is known that there is no object in growing cotton for a less sum, so that it is far from being an impossibility that linen may yet be produced as cheap as cotton.

We understand that the inventor, Dr. LEAVITT, and his associates, are making their arrangements to bring out their inventions promptly and vigorously; that they are to throw them wide open to the public, and afford every facility possible for the establishment of linen factories, by contracting to furnish the machinery as expeditiously as possible, at fair prices, and with such guarantees as the safety of the manufacturers will require. They propose to put out different parts of this work in different machine shops throughout the country, East or West, near where the factories are to be built, as is frequently done with cotton factories, so that as little delay as possible may be occasioned in getting factories into operation.

We also understand that they are now in negotiation with several companies who are preparing to go into the business.

A bill has passed the Legislature of VIRGINIA making appropriation for the completion of the Virginia Central Railroad, from Charlottesville to the terminus of the mountain section which the State is constructing, and also for enlarging the equipments and depot accommodations of the road. The amount appropriated is not definitely ascertained, inasmuch as it authorizes a subscription by the State in the ratio, to private subscriptions already made, of three-fifths to two-fifths. It is probably about \$230,000.

A bill has also passed the Legislature authorizing a State subscription of \$300,000 to the Danville railroad.

THE BILL GUARANTEEING THE BONDS OF THE CHESAPEAKE AND OHIO CANAL COMPANY was rejected by the Virginia House of Delegates on Thursday.

The Cherokee Advocate publishes a letter from an Indian friend, engaged in mining in California, who does not appear to be altogether pleased with the fruits of his experience. He says that he and his company discovered gold on the east side of the Rocky mountains as they went out—and should he live to get back, he intends making a trial of it. He thinks it would be more profitable than working in California. He closes with a piece of advice that may be equally suited for this meridian:

"I say to my beloved relatives, friends, and countrymen, remain at home, and be content with a little hog and hominy, rather than suffer the privations and fatigues of a trip to California, for the paltry and uncertain reward of a little gold."

The Advocate publishes a circular from the Indian Commissioner, offering a reward of one thousand dollars for the redemption of the daughter of Mr. and Mrs. J. M. White, now supposed to be in captivity with the Apache Indians in New Mexico.

BOSTON, MARCH 24.  
DISTRICT COURT OF THE UNITED STATES.—The Grand Jury of this Court were engaged all last week in the investigation of charges against the persons implicated in the outrage and slave rescue of the 15th ultimo. Although the action of the grand jury cannot certainly be known until they make their report, it is understood, and is very probable, that all the "aiders" examined before Mr. Commissioner HALETT have been indicted. District Attorney LUNT will be assisted by Hon. Rufus CHOATE in the management of the cases against the aiders and rescuers. We learn that ex-Judge ALLEN has been retained as senior counsel for the defence in these cases.—Journal.

ILL-CONSIDERED LEGISLATION.—The St. Louis Republic recites a notable illustration of the impropriety of legislative bodies passing bills with no other reading than that of the title. At the late session of the Legislature of Missouri, a bill passed both houses, received the signature of the Governor, and has become a law. Its title is, "To incorporate the Wolf Spring Seminary, &c."—the "and so forth" having the very important bearing of expelling all the agencies of foreign insurance companies from the State, with perhaps one or two exceptions. It is supposed that the bill was slipped through both branches of the Legislature without reading, further explanation of its provisions beyond incorporating the seminary.

The canal boat "G. W. Rigs, Jr." which arrived at Alexandria on Saturday from Cumberland, by the Chesapeake and Ohio Canal, besides a cargo of coal, had forty-nine packages of glassware from Pittsburgh.

## FOREIGN REVIEWS.

From the London "Architect and Civil Engineer's Journal," for January.

WE have received, from the liberality of the Hon. THOMAS EWANK, United States Commissioner of Patents, the first volume of the report of his department, drawn up by the Senate to be printed. The labors of Mr. Ewank are as extensive as the labors of the United States. His zeal, his enlightened intelligence, and his scientific acquirements do honor to the Government which appointed him, and contribute greatly to the reputation of the department over which he presides. As we yearly experience the care of the American Government in supplying us with these reports, and look at the volumes devoted to the mechanical progress of the United States, we cannot but feel regret to have to compare the neglect of our own Government towards such important interests. If we asked our own authorities for information, the application would be unavailing; but the United States Government, for the furtherance of science, takes care that the technical periodicals throughout the world shall be kept well informed.

In the short time since we have received this volume of 600 pages, we have not been able to make ourselves fully acquainted with its contents; we can only appreciate its general value. We may, nevertheless, take advantage on the present occasion of offering a few extracts of interest.

[The London periodical then proceeds to copy many passages from the able Report of the Commissioner and of the several Examiners of the Patent Office. We add its notice of Prof. PAGE's report.]

The report of Mr. PAGE, Examiner in the Patent Department, will be read with attention by all who know the experiments he has made on electro-magnetism. On the Submarine Telegraph he says:

"The crossing of rivers and large bodies of water by means of submerged wires does not seem yet to have been attained, and the chief obstacle thus far is imperfection in the methods of insulation. The plan which I proposed several years since appears to be worthy of trial. It consists in using a local circuit and battery of quantity at each river or body of water. The galvanic current employed on the main routes are of sufficient strength to cause the decomposition of the water, and the insulation in a submerged wire would be productive of a great loss. But by using a current of quality and the lowest possible intensity, to be set off by a local magnet, I am inclined to think that a single wire laid in the river, with the ordinary preparations for insulation, would be effectual in establishing connection between the stations, and, the great line on opposite sides of the river or other body of water. It has long since been proposed to connect the eastern and western continents by means of telegraphic wires laid down in the depths of the ocean, and lately the proposition has been revived with a venturesome and true American spirit. It does not appear to me any way impossible to connect a wire from the American continent to England; and in the waveless depths of the interminable water the wire would be more secure from depredation than upon *terra firma*. From its weight it would sink beneath the realms of the living monsters, and lie far out of reach from the ruthless hand of mischief or speculating avarice. But the insulation of such a wire is a thing not easily accomplished, and of it in the present state of our knowledge. Besides the mechanical niceties required to obtain a complete insulating covering for the wire, we should have to contend against the corrosive action of the sea water, and this, too, at a point where its greater density would exert its chemical agency."

From the London "Practical Mechanic's Journal," for January.

REPORT OF THE COMMISSIONER OF PATENTS FOR THE YEAR 1849: Part I.—The bold character of American invention is well illustrated in the remarkable volume before us. It gives us a peep into the recesses of that mass of novelties, in the production of which the citizens of the United States have excelled so remarkably a reputation, and furnishes an eloquent example of that moderate trading of inventors upon one another's heels, so often held up as the inevitable result of a system of excessively cheap patents.

The volume contains, in its eight sections, a financial and statistical account of the department for the year; a general statement and classification of inventions; examinations and machine's reports; an article on the origin and progress of invention; another on the motives, chief levers of civilization; proposed application of the Government patent fund; historical notices of inventors and patents; and an article on the proposition of steamers.

It appears from the first statement that the whole number of applications for patents received during the year ending December 31, 1849, is 1,955; the number of caveats filed during the same period is 585. The whole number of patents issued during the year 1849 is 1,076, including 30 re-issues, 5 additional improvements, and 49 designs. No disclaimers have been entered during the year. With reference to the year 1849, 751 patents have expired. There were 11 applications to extend patents, the terms of which were about to expire; 7 of which were granted, and 4 rejected. None have been extended by act of Congress within the year.

The number of cases on examiners' desks January 1, 1849, was 5,763; the number of applications received during the year 1,955, making the whole number of applications before the office for the year, 7,718. Of this number, 9 cases remained unexamined on the 31st December, 1849. The business of the office for the past year shows the examination of 3,485 applications, resulting in the issue of 1,076 patents, and 1,469 rejections and suspensions.

As a considerable space to the consideration of a modification of the existing laws, which, like our own, are open to the charge of being "behind the times."

[The same Journal devotes several of its pages to two successive numbers to the insertion of Mr. EWANK's ingenious and highly philosophical treatise (embraced in his report of 1849) "On the Propulsion of Steamers," and has gone to the expense of having all the illustrations of the report engraved and inserted along with the text. It introduces the second notice or continuation as follows:]

"ON THE PROPULSION OF STEAMERS.—We have already given, at pages 102 and 124, an elaborate paper 'On the Paddles of Steamers,' &c., containing the valuable deductions of Mr. Ewank from the numerous experiments and observations which he has made upon this important subject. In following out the various links of the chain of reasoning into which he has entered, we now give some additional observations and illustrations, which will be found satisfactory to the curious naturally looked into by English engineers. From the collection of natural aquatic and aerial propellers, much information is to be gleaned as to the questions of the form and arrangement of artificial propellers.

"The principles by which steamers are to be propelled over oceans with rapidity and economy of power, are as delicate as any that give effect to a lever or screw, and as fixed and unalterable as those of nature herself. To discover them is the business—the chief business—of the philosophical engineer, and not till this is done can his achievements be free from the taint of imperfection and corresponding failure. It is a discreditable fact, that the progress of propelling bodies has not been determined, and the rather odd is, that the proof that the full bearing of the question involved has to be felt—that the potential influence of form and proportion in propellers, as well as in the hulls of steamers, has yet to be investigated.